

Statement re: Proposed Launch "Warren G. Harding".

As director of the Alaska work and a member of the Alaska boat committee and clerk of the same, I wish to make the following statement of the steps taken so far in connection with this boat.

1. The "Lois" was wrecked by an explosion Feb. 20, 1924. It is essential that this boat be replaced by another.

2. On April 25th a grant was made by the Board, under these terms:

"Grant not to exceed \$35,000."

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3. A committee on the Alaska boat was appointed consisting of:

Drs. McDowell, Wylie, Keeler, Montgomery and Mr. Banks. This committee met on June 3rd with Rev. David Waggoner and Dr. S. Hall Young. It was understood that a boat should be built on the basis of the Board's grant to serve three purposes if possible: Evangelistic, medical and training of ministers. Dr. McDowell was to approach Mrs. Hibben with the proposition that she and Mrs. Harding secure \$20,000. toward the construction of this boat and that it be named the "Warren G. Harding".

It was voted that Mr. Waggoner present a sketch and a statement of needs for the new boat and in consultation with boat builders at Seattle, prepare an estimate of cost. It was further voted that Mr. Waggoner be ready to have blue prints and specifications to present to Drs. McDowell and Keeler at Seattle, July 12th for their consideration and approval. It was voted that these plans and specifications be brought back to the Board for final approval before any further action is taken.

4. In conformity herewith:

a. Mr. Waggoner prepared a sketch and a statement of the things needed in the boat to carry out the purposes outlined above.



- b. The firm of Lee & Brinton, Seattle, were selected to draw the plans and prepare the specifications.
- c. Mr. F. S. Brinton of the above firm prepared the plans and specifications in accordance with these directions.
- d. Drs. McDowell and Keeler gave their tentative approval of the plans on July 12th with the understanding that they must be reported back to the Board for final approval before further action is taken.
- e. The boat as proposed in these plans and specifications was to be 86' long, 19'-6" beam, driven by a 150 H.P. Diessel engine with state rooms for a doctor, nurse and six more or less men in training for the ministry.

5. In order to ascertain what the boat as planned in the said blue prints and specifications would cost, bids were asked on the hull of the vessel, cushions, springs, mattresses, etc., sails running rigging, Cunningham equipment, including anchor hoist, steering gear, etc., additional equipment including bilge and other pumps, tankage, heating system, lighting system, miscellaneous, including life boat, and a Diessel engine with a proper auxilliary.

When all these various bids were received and assembled it was evident that the boat as then planned would cost some where between \$45,000. and \$60,000. The committee instructed A.J. Montgomery to have a conference while in Alaska with the men with a view to eliminating certain features and bringing down the cost of the proposed boat.

6. Montgomery left St. Louis Oct. 30th after the meeting of the National Staff and arrived in Juneau, November 9th. Two days were spent with the committee of National Missions, revising plans with a view to ascertain if it would be possible to use the hull as already drafted. It was agreed that in view of the excessive cost, the training school feature be eliminated.

7. Montgomery arrived in Seattle on Nov. 15th and remained until the 18th. The blue prints were revised and the specifications recast and tentative bids were sought on the amended plans of the boat. It was found on the basis of actual bids that such a boat, all equipped except some minor furnishings, could be built at present for \$32,823.



Report to the Board of National Missions by the Committee on  
Building a Boat for use in Alaskan Waters to Replace the Lois.

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This committee shortly after the General Assembly had a very satisfactory conference with Dr. S. Hall Young and Rev. David Waggoner regarding the needs to be kept in mind in the construction of the proposed boat. Mr. Waggoner who is a practical navigator, was instructed to prepare a set of rough plans and specifications to be submitted to the firm of Lee, Brinton & Wayland, Inc., naval architects in Seattle, for redrafting. This was done and in July the plans were presented for approval. Tentative approval was given them and tentative bids were sought on the construction of a vessel in accordance therewith. When these bids were received by the Committee in New York, it was found that there was a startling discrepancy among the bidders. The lowest bid was around \$16,000, while the highest one ranged at \$26,000. The specifications as drawn up seemed to call for equipment the cost of which added to the cost of construction of the hull would amount to a sum far in excess of the amount which was granted by the Board for this purpose, namely \$35,000.

The Clerk of the Committee <sup>was</sup> accordingly instructed to hold a conference with the men in Alaska with a view to the elimination of such articles of equipment as would not impair the safety or usability of the boat. This was done and the men in Alaska agreed, first to the elimination of all proposed training school features in connection with the boat. In the terms of construction, this meant the elimination of a number of state rooms that had been prepared in the original plans. It was agreed that the boat should be used for Evangelistic purposes and for medical relief. It seemed to be very desirable to the men in Alaska that a cabin large enough to seat at least 35 persons should be provided, for it is planned that the boat shall visit the native villages where there are no places for public meeting and worship. With these goals in mind, the Clerk of the Committee returned to Seattle where in company with Mr. Brinton, four days were spent in obtaining bids on the hull as redrawn, the engine, lighting system, heating system and all



other parts of the equipment. It was found that on the revised basis, the boat could be built at a cost of about \$33,000.

The Clerk of the Committee was instructed to obtain a reliable estimate of the maintenance of a boat such as had been proposed. After getting estimates from Alaska, they were taken to Seattle and checked against there. The result appears in the following statement on the per annum basis:

fuel oil, lubrication, coal, food for crews, etc.....	\$3885.
insurance, fire and marine at 5% premium on \$35,000 coverage..	1750.
medical supplies.....	600.
films, etc. ....	200.
annual amount to be charged against depreciation, repairs, dockage, painting, etc. ....	<u>7000.</u>
Total.....	\$13435.

In view of this amazingly large annual maintenance charge, the Committee is unanimous in the opinion that a boat very much smaller than the proposed one must be secured, where the initial cost shall not be larger than say \$12,000. to \$15,000., in order to keep the annual maintenance down to about \$1500. per annum. The committee has notified the architect that the plans as drawn can no longer be considered and plans for a smaller vessel must be secured.

A. J. Montgomery,  
Clerk of the Committee.



The following was written on February 23, 1924 by  
the Rev. George J. Beck

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"I hardly know how to write you, but this is to report the "Lois" an absolute wreck, and myself alive only by a miracle. I was standing in the engine room when decks from stem to stern, pilot house, cabin, masts and steel rigging were blown up in the air and landed on the beach. She was driven ashore on Wednesday afternoon Feb. 20th by a very heavy ice floe. I spent most of the afternoon chopping ice and freeing her. After the evening prayer meeting I took my lantern and went across to see if she was O.K. She was lying on her side and I entered the cabin going through the pilot house into the engine room. As I went in I heard a peculiar hissing sound, and in one second the place was a mass of flames. I turned to escape and found the steps to pilot house were splinters. I climbed over gas tank and reached for pilot house door but could not find it, and realized my eyes were closed, and opened them to find I was standing on the gunwale with black water and floating ice on one side and a wall of flame fifty feet high reaching from stem to stern on the other. I got ashore on the floating ice. I can only suppose that one or both of the main feed pipes had broken off, and a large quantity of gasoline had emptied into bilge and the boat was filled with gas. I was burned somewhat about the face (had my head, ears and hands covered) eye-brows and lashes are gone, rims of glasses partly melted, face swollen and eyes completely closed one day. My sight is alright. The burns do not seem to be deep, altho there are some blisters. I am under the efficient care of Mrs. Rider. Am out of the running for a few days and finding out how many good whites and natives there are in Hoonah.

The natives with four gas boats have raised the hull which was split wide open down to keel, and brought her over to beach in front of house. About twenty of them have been working, all volunteer work.

Am sending brief report to Custom House. As soon as I am able to be out I will inspect and report in detail. There is no cause for alarm as to my physical condition. If you think necessary you may notify Board by telegraph. In my twenty-nine years of service under the Board this is the first time I have had to report loss of property. The boys have just reported oil tank on port side of "Lois" missing.

All this time.

Sincerely yours,

George J. Beck.



Lois

The following is an extract from a letter written  
on February 25, 1924 by the Rev. S. Hall Young, D. D.

"You cannot realize how seriously we are effected by the loss of this fine little boat. Before we had the Lois all of our missionaries in native missions, almost without exception, were absolutely helpless during at least six months of the year. They were in deserted missions, their people scattered all over the Archipelego, and the Devil, by means of bootleggers, hooch makers, gamblers and lustful men had his own way with them. They would come back to the Mission in the fall, many of them having fallen from Grace and all of them demoralized. The Lois, and within the last year, the Lindsley, have carried the Gospel to scores of canneries and fishing camps and have saved many precious souls.

We felt that even these two boats but half met our needs. Therefore we have been trying to get a larger boat, and, through Dr. Hibben of Princeton, we expected to get a boat costing some \$25,000, which could be used as a floating chapel, a hospital, a means of transporting students to and from Sitka, a way of convening Presbytery and conventions, and a school of training for native ministers. We made a recommendation along this line, and thought we were sure of the boat last year. It failed to materialize but we expected to make another effort this spring.

Now that the Lois is gone it is all the more necessary that we make every effort to obtain this larger boat at once, in order that our natives, and hundreds of whites as well, may have the Gospel the coming summer. There is a good sized boat here called the Alma, which Mr. Keeler chartered last summer, and which if purchased, a new Diesel engine installed, and the boat fitted up for our purpose, would answer our needs admirably. It would cost, thoroughly fitted for our use, nearly \$35,000. But you could not get another boat of the same efficiency for that money, and we could more rapidly fit the Alma for our purpose than we could purchase or build another boat.

The practical plan would be to make Mr. Waggoner the Admiral of our little fleet, give him the navigation of the new boat, and commit to him the upkeep, building, repairing, and management of all our mission boats. You will find this plan fully set forth in former letters of mine to Dr. Marquis. The one word now that we must emphasize is Hurry! A summer's loss means a great deal of backsliding and discouragement to our native missions.

Both Mr. Waggoner and myself are Commissioners to the General Assembly. The Presbytery of Alaska convenes at Petersburg April 5th. I am planning to start South and East immediately after that meeting. Mr. Waggoner can also start whenever desired by the Board. We are both ready to go wherever we are sent and do all in our power to obtain the money necessary to meet this emergency. We can work both before and after the Assembly. I have suggested to Dr. Marquis that I fill an engagement at Madison, Wis., April 27th, and from there go immediately to New York prepared to do what advertising necessary and to see individuals or address churches or conventions as I may be directed."



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7. Montgomery arrived in Seattle on Nov. 15th and remained until the 18th. The blue prints were revised and the specifications recast and tentative bids were sought on the amended plans of the boat. It was found on the basis of actual bids that such a boat, all equipped except some minor furnishings, could be built at present for \$32,923.



8. Montgomery was instructed to ascertain the cost of maintaining such a boat on the per annum basis.

Fuel oil	\$1100.
Lubrication	660.
Heating and cooking	150.
Supplies, paint, etc.	675.
Food, three men at \$1. per diem	1100.
Films, slides, books, etc.	200.
Insurance at 5% as required by action of the Board	1750.
Medical supplies	<u>600.</u>
	\$6235.

In addition to this, Mr. Brinton, the architect, asserts that 20% of the cost of the boat should be set aside each year to cover the following items: dockage, repairs, depreciation, etc. This would amount to \$7,000. Total - \$13,235.

Mr. Gould of Seattle who is a member of the Board is in agreement with Mr. Brinton in the proposition that 20% of the cost of the boat should be set aside for the items enumerated above. All of this, is, of course, exclusive of salaries.

9. The boat committee met on November 24 and received the report of Mr. Montgomery. On the basis of these facts, the committee decided that it would be necessary to abandon the plans for the "Harding" because of the excessive overhead cost of operating.

10. There has arisen also a serious doubt as to whether we should prosecute the medical work as originally projected. The government has a base hospital at Juneau and several health centers in Southeastern Alaska. In addition to this, it has a staff of field nurses who are at present making a health survey of the natives. Before we undertake medical work, we ought to clear with the U.S. government so that we shall not duplicate their efforts.

11. I would recommend that the committee on the Alaska boat consider the whole question of the type of boat to be constructed for use in Alaska waters, only after we have had a thorough going conference with Dr. Tigert and the U.S. Bureau of Education of Alaska in order that there may be helpful cooperation on the part of the government and our church.

A. J. Montgomery



*MB has acknowledged  
receipt. 8/1/24  
mb.*

MR. GENE C. GOULD  
624 LEARY BUILDING  
SEATTLE, WASH.

July 23d, 1924.



Mr. Varian Banks, Treasurer,  
156 Fifth Avenue,  
New York City, N. Y.

My dear Mr. Banks:--

Your two favors of July 11th and July 14th were received while I was out of town.

I enclose, herewith, letters from the Atlas Imperial Engine Co., of Oakland, which are self-explanatory. Agreeable to your suggestion, I have not remitted the \$500.00 to the Company and it will not be sent to them until receipt of instructions from you.

I am leaving Seattle next Tuesday, July 29th, and expect to be gone until about September first as I am taking Mrs. Gould over to a Ranch in Wyoming in the hope that it will benefit her health.

I am leaving with Rev. James Thomson, 724 Leary Bldg., my check in the sum of \$500.00 to be remitted to the Engine Co., upon instructions from you, or to be returned to you upon your instructions. I would suggest that any matters concerning the Board be taken up with Rev. Thomson, as he is our Synodical Executive and is thoroughly in touch with all phases of the work in this state.

For your information I wish to advise that my address will be:

GENE C. GOULD,  
c/o Triangle F. Ranch,  
Daniel, Wyo.

Letters from New York will probably be about ten days in reaching the Ranch.

I trust that all is well with you and yours and that Mrs. Banks is improving in health.

With all good wishes and kindest personal regards, I am, as ever,

Cordially yours,

GCG:C



August 26, 1924

Rev. Dr. S. <sup>Hall</sup> ~~Paul~~ Young,  
724 Leary Building,  
Seattle, Washington.

My dear Dr. Young,

This letter goes to Seattle as I understood you were to leave Juneau on or about August 20th. I think it best therefore to address this to Seattle.

I am very much disturbed over certain things in connection with the new boat for Alaska and so is Dr. Marquis with whom I had a conference yesterday. Under date of July 15th there was an Associated Press dispatch from Ketchikan to the effect that Mrs. Harding and Mrs. Hibben had guaranteed \$20,000 toward the boat and that you are to raise the additional \$20,000. This disturbs me very much because Mrs. Harding has not guaranteed to raise any sum whatever. The ~~Expectation~~ <sup>Expectation</sup> ~~that~~ that she might be able in company with Mrs. Hibben to get \$20,000? My fears are that if this dispatch falls under the eye of Mrs. Harding, she will be somewhat disturbed and rightly so because it mis-states her position. I realize of course that the Associated Press is like all the rest of the <sup>papers</sup>. The press is as prone to mistakes as the sparks are to fly upward but this statement was attributed to you and if possible in the future, get the correspondents of the newspapers to be cautious.

In the next place, I am enclosing a copy of a letter which Dr. Mathews has written to Dr. Marquis. This copy is confidential and I am enclosing it only for your information. You will see how Dr. Mathews regards the project. I am afraid that there has been, not by you but by others, a lot of silly talk about the purpose to which this boat is to be put and there is a real danger of reaction ~~from~~ <sup>from</sup> several strong pastors like Dr. Mathews should join in a movement asking our Board to revise its action regarding the boat. Because of the absurd statements that they have been hearing, I tremble to think what might happen. You will pardon me for calling these things to your attention. I only do it in order that you may be informed. We must work together for the best interests of Alaska and at the present time it seems to me that we must not allow over-statements or mis-statements to get into the press for they will certainly do us damage.



C O P Y

First Presbyterian Church,  
Seattle, Wash.  
Aug. 9, 1924.

Rev. John Marquis, Secretary,  
Board of National Missions,  
156 Fifth Avenue, New York City.

My dear Brother,

Please go slow on spending a large amount of money on building the boat for Alaska. Don't make contracts or discuss the amount in final terms until I see you.

The project, as I hear it spoken of, is expensive, absurd, ridiculous, and ought not to be consummated. Let me go over the whole Alaska situation with you. There is more bunk and rot and waste and folly connected with the Alaska enterprise than perhaps any other.

I hope to see you in September.

Best regards,

(Signed) M.A. Matthews.



PRESBYTERY  
OF ALASKAREV. DAVID WAGGONER,  
JUNEAU, ALASKA,  
STATED CLERK AND TREASURERREV. S. HALL YOUNG, D.D.,  
GENERAL MISSIONARY  
JUNEAU, ALASKAREV. GEORGE G. BRUCE, D.D., CH., JUNEAU, ALASKA  
REV. E. L. WINTERBERGER, SKAGWAY, ALASKA  
REV. DAVID WAGGONER, JUNEAU, ALASKAJuneau, Alaska,  
September 10, 1924.Rev. A. B. Keeler,  
156 Fifth Avenue,  
New York City.

Dear Brother:

I am mailing to you today, the blue prints under separate cover and the specifications with this, which the architect has prepared for the Warren G. Harding. I received these final papers yesterday. It has been a slow process doing business at long range, which has been necessary in this case. I think that you will find the plans quite satisfactory. There will be some minor changes to be made near the time of completion, not now evident, but will be covered in the bids.

I have been absent from Juneau most of the time since coming north. My last trip covered approximately 1000 miles. I am now laying the foundation for the winter's evangelistic service and training course for the Native layman. In these travels I have been in conference with many cannerymen and others whom the new Warren G. Harding will serve. Without exception all are enthusiastic over our program and have promised cooperation. I believe the plan of service will be successful from the beginning.

I have found considerable sickness among both whites and natives in the canneries. Our plan for the service of a doctor during the summer will be of untold value and will help our evangelistic work too. Mr. Wagner, the U.S. Commissioner of Education for Alaska, whom Dr. McDowell and I called upon in Seattle, promised to cooperate with us in securing the service of a physician. The plan called for the releasing of the doctor in the Juneau Hospital for field service, we to maintain him and the Bureau to furnish the doctor.

I will be anxious to hear from New York about the acceptance of the proposed plans for the boat. I have no way of knowing whether the cost will be within the \$35,000 for the boat and \$5,000 for the equipment as we estimated last summer. No less boat and equipment will serve the need. I have not suggested an item to the architect which can be omitted. Much more ought to be included. I have taken the matter of equipping the reading room with Governor Bone, the warm personal friend of President Harding. The Governor has promised to secure the magazines and papers for the the reading room in perpetual subscription from the friends of the late President. There are other items which I want to attempt to secure, but feel backward about it until definite plans are adopted and the boat is under construction. Will you not let me know the results?

With best wishes and a prayer for your success in putting over the plan I am as ever

Sincerely yours,,

David Waggoner

*I asked the architect to send you plans and send these to make sure that you have them*



Nov. 25, 1924.

Rev. Dr. R. J. Diven,  
Wrangell, Alaska.

Dear Dr. Diven:

When I reached Seattle on Saturday, the 15th, work was at once started to see if it were possible to get a boat on the lines laid down by Mr. Brinton for the "Harding" within the \$35,000. which the Board has appropriated for that purpose. I remained in Seattle until Tuesday night and was very busy with Mr. Brinton, Mr. Cunningham, Mr. Nelson and others. We found after making the eliminations that were agreed to in the Committee Meeting at Juneau and by various other economies which I do not need to itemize now, such a boat could be constructed at about \$33,000. which would cover a margin of \$2,000. for the things that are always overlooked. I returned with this information to present to the Alaska Boat Committee together with the annual cost of maintaining such a boat. The Committee had given me special instructions to ascertain the probable operating cost of a boat on the lines of the Harding. The Committee met yesterday and when they learned what the operating expense of such a boat would be, they definitely decided to abandon it and in its place secure a new boat to be not any larger than the Lindsley.

It was the operating expense that caused this action. Mr. Waggoner's operating expenses as furnished to me in his letter of Oct. 29th shows and properly so that the cost of fuel, lubrication, food, etc. would be \$3885. a year. To this we must add the cost of 5% of insuring a vessel on a coverage basis of \$35,000. This would amount to an additional \$1750. Then Mr. Brinton felt that we ought to make annual provision for depreciation, repairs, and other incidental expenses amounting to at least ~~20%~~ 10% of the cost of the vessel, which, as I understand it, is the usual business procedure. This would bring the cost of operation up to nearly \$13,000. Now to this must be added the salary of a field doctor and the salary of a field nurse as contemplated in the plan for the "Harding". Not only their salaries are involved but also the maintenance estimate of Mr. Waggoner would have to be increased by their presence on board the vessel. The total appropriation for all the work in Alaska for the year beginning April 1, 1925 so far as the Division of Church Extension and Missions is concerned is \$50,000. The Committee unanimously feel that it was impossible to increase the appropriation to Alaska by say \$13,000. per annum in order to meet this high maintenance cost. They have, therefore, definitely abandoned the plans of a boat of 85 ft. length and will strive to secure in its place a companion boat to the Lindsley.

I know that this will cause a great deal of disappointment to you men who are laboring in Alaska, but I am sure you will see from the figures which I have given you, exactly how the Board has to regard this proposition. If we had the money to maintain it, then, of course, a boat like the "Harding" is what we should have, but since we cannot maintain it without detriment to other work in other parts of Alaska, it will be necessary for us to limit our capital investment to a boat like the Lindsley whose maintenance would be about



\$1500. per annum.

Please bear in mind that the Board is entirely sympathetic with all of your aspirations in Alaska. Its limitations, however, in financial ability are pitifully small. I feel that you ought to have this information at once and am passing it on to you as Chairman.

Yours very cordially,

A. J. Montgomery, Director,  
Town and Country Department.

AJM:ME



December 11, 1924.

Memo. to Dr. McDowell  
from A. J. Montgomery.

As Director of the work in Alaska, I wish to call your attention to this fact. As you know, the Staff Council which is the executive body of the Board in administration of field work, took the following action:

"Dr. Montgomery made a statement as to the plans for the construction of the Alaska boat. The original plans as drawn called for such a large initial expenditure and such a large annual upkeep that the committee in charge of the construction of the boat insisted on a modification of the plans and the construction of a boat similar in size to the Lindsley. It was VOTED that the committee be commended for their fidelity and their action be endorsed."

Furthermore, the U.S. government has a hospital for natives at Juneau. Incidentally, I might remark that the natives are not welcome in hospitals for the whites. The government has also health centers in various parts of Southeastern Alaska. Our Board is permitting the government temporarily to use our manse at Kake (which is unoccupied) and our manse at Hydaburg, as health centers. The government has also a staff of field red cross nurses who are at present making a health survey of all the native fields in this territory.

The smaller boat will provide room so that emergency cases can be taken from any village in Southeastern Alaska to the base hospital at Juneau for treatment by the government medical men and room can be provided for one of the government's red cross nurses, accompanying such patients to Juneau if necessary. I ought to make plain to you that the government has no means of transporting emergency cases to the base hospital at Juneau outside of the common carriers that ply the Alaska waters. Our boat could perform a very useful service in this connection without duplicating in any way the staff already provided and paid for by the U. S. government. I took up the whole question of our relation



to the medical work in Alaska with Mr. Jonathan Wagner head of the U.S. Bureau of Education in Seattle and I am sure that he is sympathetic providing we do not duplicate the efforts of the government. He was rather insistent that the general question should be taken up with Dr. John J. Tigert, the U.S. Commissioner of Education, with whom final authority is lodged.

While we deeply deplore the necessity of foregoing the ambitious plans that were drawn for the larger boat, yet on the other hand, I am sure that the smaller boat will accomplish the evangelistic purposes that have always been in mind and at the same time can play the role of a good samaritan in cooperating with the government in transporting patients to the base hospital at Juneau whenever an emergency exists calling for such service.

A. J. Montgomery



## LEE &amp; BRINTON, INC.

## MARINE INSURANCE

FEDERAL INSURANCE COMPANY—AGENTS—MARINE INSURANCE CO. LTD. OF LONDON

PHONE MAIN 4879

22-23 COLMAN DOCK

SEATTLE April 14 1925

Rev Mr Andrew J. Montgomery.  
156 Fifth Ave  
New York City.

Dear Sir:—

Enclosed we are forwarding specifications for the proposed 61 ft launch and under seperate cover blue prints showing the general~~l~~ arrangement and midship section.

We regret that the plans are not farther along but there is enough~~z~~ for you to know what you are to get and for the builders to figure upon.

We only received these specifications from the Stenographers a few minutes ago and the finishing of these has delayed us in forwarding this matter as we promised. Had not our office been upset for two weeks we would have had the drawings further along but we will now keep ahead of all requirements.

You will note that paragraph 60 and all following refer to items on which we will ask the builders to give seperate figures on each paragraph.

All up to #59 will be included in one bid and if you want anything in the paragraphs 61 - 72 you will be able to know exactly what it is to cost you.

As soon as you have studied this design and have ordered the changes you desire we will make the changes as requested and will call for bids opening them here and forwarding to you recommendations together with the figures and names of all bidders. Or we will have some one whom you wish to look after the opening of these figures other than ourselves.

We believe that this work should be gotten underway by June first or at the latest the 15th of that month. Now there is plenty of time but little to loose.

Yours faithfully,

LEE &amp; BRINTON INC.

B.

BY Frederick S. Brinton



June 2, 1923.

Mr. Geo C. Gould,  
Seattle, Washington.

Mr. Fred S. Brinton,  
Seattle, Washington.

Dear Sir:

The letter of Mr. Gould and of Mr. Brinton enclosing certain tenders for the construction of the Alaska boat was received yesterday morning. There was a meeting of the Alaska boat Committee today at which these tenders were as carefully considered as was possible. In accordance with our wire to Mr. Gould, we have already informed you that the contract was awarded to the Westwaterway Shipyard. The Committee on the basis of the tender of this Company has made the following selection:

Construction of the hull according to plans and specifications with purchase and installation of a 60 H.P. Estep engine.....\$16,908.00

Paragraph 61, oil burner .....	80.00
" 62 and 63, hot water boiler and toilet .....	60.00
" 65 davits .....	35.00
" 67 bronze equipment .....	735.00
" 69 Windlass .....	250.00
" 71 Lengthening hull 20".....	204.00
" 70 Raecolith .....	72.00
	<hr/> \$17,949.00

Note 1: In the copy of the bid of the Westwaterway Shipyard submitted us, the Estep engine is listed as Estey. We take it that this is a typographical mistake and that a Washington Estep engine is meant. In case it is not, please wire us for instructions.

Note 2: In the tender of the Westwaterway Shipyard, we do not find their own statement about the cost of Raecolith but Mr. Brinton includes it in his letter of May 25th and our presumption is that it was given to him by that Company either verbally or over the 'phone.

We are assuming that a Washington Estep engine of 60 H.P. rating will develop as much actual speed as a 65 H.P. Atlas Imperial engine and because of the fact that the Atlas Imperial people are selling their Eastern rights and do not seem to be progressive, the Committee finds itself very strongly favoring the Washington Estep engine, although great pressure was brought to bear on the Committee to buy an Eastern Standard engine, which is manufactured in Jersey City.



This will start the business and get action really before July 3rd, as requested by Mr. Brinton.

Yours very cordially,

A. J. Montgomery, Director,  
Town and Country Department.

ADM:ME



Copy.

Lee & Brinton, Inc.

22 Colman Dock, Seattle, May 25, 1925.

Rev. Andrew J. Montgomery,  
156 Fifth Ave., N.Y.C.

Re: 61 Ft. Missionary Launch

Dear Sir:

The writer had a conference with Mr. Gould this morning about the quotations received from several boat builders, all of which we enclose for your consideration, and for your convenience we have summarized them, as far as the low bidders go, as follows:

	Builders		
Name	Johnson	Maritime Boat	Westwaterway
Hull	\$12505.	11650.	\$10905.
65 Atlas	6685.	6685.	6685.
Item 61	45.	60.	40.
62	42	15.	40.
63	12	120.	60.
67	130	250.	335.
69	290.	200.	260.
70	72.	100.	72.
	<u>\$19781.</u>	<u>\$19080.</u>	<u>\$18397.</u>

You will note that we have included a 65 H.P. engine but on our plans we have shown a 75 H.P. so if you feel that you wish to spend another \$775. and have the larger engine go in there will be no trouble in having it installed. The items mentioned refer to the paragraphs mentioned in our specifications and we believe that it would be well to have them included in the contract tho it might be that you would wish some of these excluded and others added. In order that more locker room will be available we believe that you should take advantage of the builders figures and add two frame spaces, or 28" in the length of the boat. By adding this length the lines of the vessel will be better and more speed will be the result. If the lowest bidder (West Waterway) is accepted it will add \$202.50 to the cost as shown above. The other bidders figures would be raised as shown on their tenders. Of the three builders we have mentioned we believe that the figures well represent the quality of work you will obtain. That is we feel that Johnson would give as much better a boat as his figures stand above the other two. We have never had work done by the West Waterway Shipyard but we understand that they have turned out two boats well constructed and the reason they are making a low figure is due to the fact that they are new comers and want to show us what they can do. Since they do not own their plant we feel that they may have trouble getting a satisfactory bond for the faithful completion of this work. The next lower bidders, Maritime Company, probably will do a good job but we are not at all sure they are worth the difference in price. Of the three mentioned, Johnson is the highest and since he is so far above we believe that you will not consider him. Since Mr. Waggoner is so much in favor of the Atlas Engine we have mentioned it but if another make is considered the difference in cost can be had by comparing the cost of the engines as shown on the tender of the Maritime Company.

We will get up our usual form of contract which we understand Mr. Gould will sign. It will also provide for the builder keeping the boat insured



during construction and until turned over to you. The policy will be made out in your name and the builders name, "as interests may appear" so that in case of fire you will be protected up to the amount you have paid the contractor. We suggest that payments be made as follows:

1. \$1000 on signing contract
2. 2500. Keel laid, stem and sternpost up and secured
3. 3000 Framed, clamps, shelves, in place and fastened
4. 3000 Ceiled and planked
5. 6000 Vessel launched and engine installed
6. Balance when vessel is accepted.

This letter will be accompanied by one from Mr. Gould who has also looked into this matter and when you can give this your attention we hope you will let us know what you decide for time is fast going and we would like to have work started soon after the 3rd of June.

In connection with the West Waterway Yard, we might say that they have lately moved down from Everett otherwise we would know more about them and the owner of a tug, for whom we are preparing plans, wishes this concern to figure on his work for he says "they are all right".

Yours very truly,

LEE & BRINTON INC

By Fred S. Brinton



Copy.

Seattle, Washington.  
May 19, 1925.

Lee & Brinton, Inc.,  
22 Colman Dock,  
Seattle, Washington.

Gentlemen:

According to plans and specifications of a vessel of 61 ft. long  
and 15 ft. beam drawn by you, we offer the build for the following prices:

75 H.P. Atlas Imperial Engine	\$18,365.00
65 H.P. " " "	17,590.00
60 H.P. Estey	16,905.00
70 H.P. Enterprise	17,205.00
65 H.P. Eastern Standard	17,705.00

In reference to the proposed changes or additions for which you ask  
separate estimates, we give as follows:

Par. 61 & 62 - Oil Burner.....\$80.00 more  
" 63 - Sands "Spedit" ..... 60.00 "  
" 64 - elec. driven pump ..... 80.00 "  
" 65 Boat Davits ..... 35.00 "  
" 66 Foremast ..... 65.00 "  
" 67 Bronze equipment ..... 335.00 "  
" 69 Windlass ..... 260.00 "  
" 71 Lengthening, to 2 ft. 90.00 per ft. more  
" 72 Increasing beam, one ft. 150.00 more

Respectfully submitted

Signed - West Waterway Shipyard



Copy

Mr. Gene C. Gould  
624 Leary Bldg.,  
Seattle, Wash.

May 25, 1925.

Rev. A. J. Montgomery,  
156 Fifth Ave.,  
New York, N.Y.

My dear Dr. Montgomery:

Enclosed herewith I hand you a letter from  
Br. Brinton with certain tenders for the construction of the Alaska  
boat attached to it.

In my conference with Mr. Brinton, he recommended  
that the hull should not be widened, but should be lengthened.

He recommended a 65 H.P. engine rather than a 75 H.P.  
as the latter would increase the speed of the vessel only about a quarter of  
a knot per hour - at an increased cost of \$775.00 for the engine and an in-  
creased operating cost.

He recommended that items 64, 66, 68 and 72 be omitted.

I am very glad that you have three bids from which  
to choose and that all are within the \$20,000.00. Mr. Brinton did not seem  
to think that Johnson's workmanship would be worth the difference between  
his bid and the Westwaterway Company.

If I can give you any further information please do  
not hesitate to call upon me. I will be very glad to help you.

With all good wishes and kindest personal regards, I am,

Most cordially yours,

Signed - Gene C. Gould



Dedication Service  
OF THE  
MISSIONARY LAUNCH  
"Princeton"

*Board of  
National Missions of the Presbyterian Church, U. S. A.  
Presbytery of Alaska*

October 24th, 1925



Mr. Gene C. Gould, Seattle, Wash.  
Member of the National Board from North Pacific States  
Rev. James Thompson, D. D., Seattle, Wash.  
Synodical Executive for Synod of Washington  
Rev. S. Hall Young, D. D., Bellevue, Wash.  
Department of Field and Promotion of the National Board  
Rev. Edward Marsden, Metlakatla, Alaska  
Missionary of National Board  
Rev. David Waggoner, Juneau, Alaska  
Sunday School Missionary of the National Board



## Dedication Service of the Missionary Launch

### "Princeton"

Board of National Missions of the Presbyterian Church, U. S. A.  
Presbytery of Alaska

### Hymn

Brightly beams our Father's mercy  
From His light-house ever more,  
But to us He gives the keeping  
Of the lights a-long the shore.

Chorus—

Let the lower lights be burning!  
Send a gleam across the wave!  
Some poor fainting, struggling seaman  
You may rescue, you may save.

Dark the night of sin has settled,  
Loud the angry billows roar;  
Eager eyes are watching, longing,  
For the lights along the shore.

Chorus.

Trim your feeble lamp, my brother:  
Some poor sailor tempest tossed,  
Trying now to make the harbor,  
In the darkness may be lost.

Chorus.

### Christening of Mission Launch

Invocation.....Rev. Edward Marsden, Alaska

The Christening.....Mrs. Gene C. Gould, Seattle

Breaking Out the Burgee.....  
.....Raymond G. Wright (Princeton University), Seattle

Christening Prayer.....  
.....Rev. Clinton J. Greene (Princeton University), Seattle

### Hymn

Throw out the Life-Line across the dark wave;  
There is a brother whom some one should save;  
Somebody's brother! Oh! who, then, will dare  
To throw out the Life-Line, his peril to share?

Chorus—

Throw out the Life-Line! Throw out the Life-Line!  
Some one is drifting away;  
Throw out the Life-Line! Throw out the Life-Line!  
Some one is sinking toway.

Throw out the Life-Line with hand quick and strong;  
Why do you tarry, why linger so long?  
See, he is sinking; oh, hasten today—  
And out with the Life-Boat! away, then away!

Chorus.

Throw out the Life-Line to danger-fraught men,  
Sinking in anguish where you've never been;  
Winds of temptation and billows of woe  
Will soon hurl them out where the dark waters flow.

Chorus.

Soon will the season of rescue be o'er,  
Soon will they drift to eternity's shore;  
Haste then, my brother, no time for delay,  
But throw out the Life-Line, and save them today.

Chorus.

## Dedication

Message from the Board of National Missions.....  
.....Rev. James Thompson, D. D.

Gospel Ship Service in Alaska.....Rev. David Waggoner

### Formal Dedication (to be read by all, standing)

We praise Thee, O God; we acknowledge Thee to be the Lord. All the Earth doth worship Thee, the Father Everlasting. To Thee all angels cry aloud—the Heavens, and all the powers therein. To Thee Cherubim and Seraphim, continually do cry:—"Holy! Holy! Holy Lord God of Sabaoth; Heaven and Earth are full of the majesty of Thy glory!"

The glorious company of the Apostles praise Thee. The goodly fellowship of the Prophets praise Thee. The noble army of Martyrs praise Thee. The Holy Church throughout all the world doth acknowledge Thee;—the Father of an infinite majesty;—Thine adorable, true and only Son;—also the Holy Ghost, the Comforter.

Thou art the King of Glory, O Christ;—Thou art the Everlasting Son of the Father. When Thou tookest to Thee to deliver man, Thou didst humble Thyself to be born of a Virgin. When Thou hadst overcome the sharpness of death, Thou didst open the Kingdom of Heaven to all believers. Thou sittest at the right hand of God, in the glory of the Father. We believe Thou shalt come to be our Judge. We therefore pray Thee, help Thy servants, whom Thou hast redeemed with Thy precious blood; make them to be numbered with Thy saints in glory everlasting.

O Lord, save Thy people, and bless Thy heritage; govern them and lift them up forever! Day by day we magnify Thee; and we worship Thy name ever, world without end.

Vouchsafe, O Lord to keep us this day without sin. O Lord, have mercy upon us, have mercy upon us. O Lord, let Thy mercy be upon us, as our trust is in Thee. O LORD, IN THEE HAVE I TRUSTED; LET ME NEVER BE CONFOUNDED. Te Deum.

Doxology—Lord's Prayer

Scripture

Transfer of Keys and Ship's Papers....Gene C. Gould, of National Board

Acceptance.....David Waggoner, Presbytery of Alaska

The Dedication (read responsively, people standing)

Leader—Blessing and glory and wisdom and thanksgiving and honor and power and might be unto God forever and ever.

People—Amen.

Leader—Behold, the tabernacle of God is with men and He shall dwell with them.

People—And they shall be His people, and God Himself shall be with them, and be their God.

Leader—Lord, who shall sojourn in Thy tabernacle?

People—Who shall dwell in Thy holy hill?

Leader—He that walketh uprightly and worketh righteousness.

People—And speaketh truth in his heart.

Leader—Who shall ascend into the hill of the Lord?

People—And who shall stand in the holy place?

Leader—He that hath clean hands and a pure heart.

People—Who hath not lifted up his soul unto vanity, and hath not sworn deceitfully.

Leader—He shall receive a blessing from the Lord.

People—And righteousness from the God of his salvation.



**Leader**—Lift up your heads, O ye gates; yea, lift them up, ye everlasting doors;

**People**—And the King of Glory shall come in.

**Leader**—Who is this King of Glory?

**People**—The Lord of Hosts, He is the King of Glory.

**Leader**—But will God in very deed dwell on the earth? behold, heaven and the heaven of heavens cannot contain Thee; how much less this ship which we have builded.

**People**—Yet have respect, O Lord, unto the prayer which Thy servants pray before Thee this day, that Thine eyes may be open towards this ship night and day.

**Leader**—Let the beauty of the Lord, our God, be upon us.

**People**—And establish Thou the work of our hands upon us; yea, the work of our hands, establish Thou it.

**All Unitedly**—This ship, which we have been permitted to build through the gracious favor of Divine Providence, we do now solemnly dedicate to the worship and service of Almighty God, the Father, the Son, and the Holy Ghost. Amen.

**Singing together—**

Holy! Holy! Holy! Lord God Almighty!  
All thy works shall praise Thy name in earth and sky and sea;  
Holy! Holy! Holy! merciful and mighty,  
God in three persons, blessed Trinity.

**Dedicatory Prayer and Benediction**.....  
.....Rev. S. Hall Young, D. D., Missionary to Alaska, 1878-19...



## Construction

Architect.....	Lee and Brinton, Seattle
Builder.....	West Waterway Shipyard, George Siverson, Seattle
Motor.....	Washington Iron Works, Washington-Estep, Seattle
Electric Equipment.....	Folger Electric Co., Seattle
Plumbing.....	Bowles Company, Seattle
Tools and Galley Equipment.....	Pacific Marine Supply Co., Seattle
Springs and Mattresses.....	Seattle Mattress & Upholstery Co., Seattle
Bedding and Toilet Equipment.....	Western Dry Goods Co., Seattle
Linoleum.....	D. E. Fryer & Company, Seattle
Anchor Hoists.....	Allan Cunningham Co., Inc., Seattle
Sails and Rigging.....	George Broom, Seattle
Navigation Instruments.....	Max Kuner Co., Seattle



## Statement regarding the "Princeton".

The missionary launch "Princeton" is 63' - 4" long, 15' over all beam and has a depth of 10' - 8". It is propelled by a 65 H. P. Diesel engine. There are state room and cabin sleeping accommodations for nine persons. In addition there is a sick bay approximately 7' x 9'. The vessel has been constructed of stout material so as to be sea worthy in the rough waters of Southeastern Alaska.

There are nineteen organized churches in the Presbytery of Alaska which covers the Southeastern portion of the territory. Of these, fourteen are native and five are white. Of the latter, one church only, the Northern Light Church at Juneau, is self supporting and it is the only self supporting church of any denomination in the territory. The native work in the entire Southeastern Alaska has been allocated exclusively to Presbyterians. The prime purpose of this boat is to accomplish the evangelistic work carried on by the Board of National Missions. On account of the fact that this part of Alaska is composed of a large number of islands and a littoral that extends abruptly back to the range of high mountains, the only way to reach the people is by use of boat. It will be used, therefore, in visiting the churches already established and in keeping them in living touch with our evangelistic program. Also those villages which do not have organized churches will be visited by the boat missionaries for the purpose of bringing to them the gospel. In the summer time a large portion of the native population is employed in the fishing canneries. These places will not be neglected in the visitations of the boat. Another great purpose to which the boat is to be devoted is that of medical relief. Many accidents occur in the canneries and mines and there is at present no means of conveying the unfortunates to the government hospital which is located at Juneau. The sick bay which has been provided in this boat is to take care of emergency cases of this kind. It has been found from experience that relief of this kind will be most welcome in Alaska. In addition, this boat will provide for taking our missionaries from the various islands and mainland points to and from the meetings of Presbytery. It will also be used in transporting children to and from their homes and the Sheldon Jackson Training School at Sitka and likewise, in taking orphan children to the Haines Home at Haines.

The boat was christened Saturday, October 24th, and is now ready for use in Alaska waters.

A. J. Montgomery



## Rules for the Operation of Boats Owned by the Board of National Missions in Alaskan Waters

It should be clearly and definitely understood by all concerned that the primary object of the Board in maintaining two boats, the "Princeton" and the "Lindsley" in commission in S. E. Alaska is the transportation of the missionaries of the Board in carrying the gospel message to those tribes and peoples located on the coastal mainland and the various islands of S. E. Alaska, who otherwise would be neglected and for whose spiritual welfare the Presbyterian Church has been made almost exclusively responsible. It should be further understood that no other proposed use of the boat shall be allowed to interfere with the object of the Board. In order, therefore, that there may be no misunderstanding on the part of any one, the following rules are adopted:

1. No person not connected with the Board or with the mission work in the Presbytery of Alaska shall be carried as a passenger on either of the boats, excepting in case of serious illness and accident, requiring prompt transportation to some hospital base, or in an unforeseen and unavoidable emergency. The spirit of the foregoing rule is clearly to be understood as prohibiting the use of the boats as a convenient mode of transportation on the part of all persons who are not connected either with the Board or the Presbyterian mission work in Alaska.

2. When either boat is utilized for transportation by any member, officer, or representative of the Board, the actual cost of transportation and maintenance of such person or persons shall be borne by him or them and not provided for or paid from the budget of Alaska Presbytery, but the missionary in charge shall not be at liberty to arrange special trips for such persons without specific authorization from headquarters.

3. If occasion should arise by which an exception to the foregoing rules through an unforeseen emergency is made necessary, the transportation of such person or persons shall be promptly reported to the Board with reasons therefor, together with a statement as to the cost thereof and how it has been met.

4. It is permissible to transport pupils from and to the Sheldon Jackson School and the Haines Home whenever it is impossible for them to utilize the ordinary means of travel and necessity requires the use of the Board's boat. In all such cases, the cost for transportation, including maintenance, must be met from the budget of the particular school or home concerned.

5. The missionary in charge of each boat shall render a monthly report of its itinerary and its uses as follows:

- (1) Mileage.
- (2) All places at which calls were made.
- (3) Names of all persons other than missionaries carried on the boat, with a statement of the places from and to which they were taken.
- (4) All amounts received for such transportation in proper itemization.

6. All amounts collected from persons within the above rules shall, at the close of each month, be remitted to the Treasurer of the Board in New York. This rule is inviolable and in no case will there be any exceptions made to it.

7. The missionary in charge of each boat shall be held strictly accountable for the faithful observance of all the foregoing rules.

8. These rules are in effect beginning January 1, 1926.

(Signed) JOHN McDOWELL, Secretary, in charge of  
Division of Church Extension and Missions.

Approved by the Board  
January 14, 1926.

ANDREW J. MONTGOMERY, Director, in charge of  
work in Alaska.



NATIONAL MISSIONS

REV. ROBERT JOSEPH DIVEN, D. D. CH.  
WRANGELL, ALASKA  
REV. GEORGE J. BECK, HOONAH, ALASKA  
REV. DAVID WAGGONER, JUNEAU, ALASKA

PRESBYTERY  
OF ALASKA

REV. DAVID WAGGONER,  
BOX 964, JUNEAU, ALASKA  
STATED CLERK AND TREASURER  
REV. DAVID WAGGONER,  
SUNDAY SCHOOL MISSIONARY  
JUNEAU, ALASKA

Ketchikan, Feb. 27th, 1926.

Rev. A. J. Montgomery, D. D.,  
156 Fifth Avenue,  
New York City.

Dear Doctor:

Your letters in regard to sending log of the boat, copies of boat rules, and statement that report blanks would be sent were forwarded from Juneau by Mrs. Waggoner. I have tried to get a duplicate log book of the one used on board Princeton but have been unable to secure one. I have purchased one of another type and have made a copy of data which I am enclosing herewith.

I did not use the Princeton for my January trip to Haines because there was no safe anchorage, should there come a winter storm, and should the weather be S.E., would be unable to get ashore from the boat or on board from the shore. It was well that I followed the plan of common carrier for we had continual storms all the time I was in Haines.

I am also forwarding Dr. Divens check for his meals while on the visit to Klawock. As I mentioned I have delayed this remittance until I could secure a log book for your information. None here in Alaska know how to interpret the Rules of the Board so Dr. Diven gave me his check for meals even though he was on Board's and Presbytery's business. I have just returned from the dedication of the Kasaan church. Rev. Falconer who for many years supervised the work of Kasaan desired to go with me for this service. I felt that he ought to be present not only for his own pleasure but for the sake of the people, therefore I took him with me. He provided his own meals. I do not know how to make this fit in with your rules. Dr. Diven and I have come to the conclusion that we will have to await your visit for full information. The Falconer item is properly a matter for the February report. I have not yet received the blanks you mention.

Your second letter in regard to criticisms for carrying persons on the boat and for the expense of the trip of the boat before reaching Juneau, especially in regard to the engine Company.

In regard to the expenses of the engineer. The terms and agreement for the service of the engineer were made by Mr. Gould. I was told that the engineer was to see me safely to Juneau, that his expenses were to be met by the Board and his return fare to Seattle also paid by the Board.

When it was stated to the representatives of the Company, as we were leaving Seattle, that storms and the visiting of the A.N.B. convention might delay us, no objections were made, but on the other hand they were delighted with the information that we would be able to demonstrate their engine before representatives of all villages of S.E. Alaska. I told the men that I would remit to them for any very extra travel, but it was understood that I was to go Metlakatla, Sitka before reaching Juneau. The understanding was that I was to be taught to run their engine and to help them place it before the public in Alaska in a favorable manner. This on account of the fact that users

*This is not the kind of a log we want or need - but who was on the boat besides the crew & why & at what expense - I don't find them any not Johnson.*



Montgomery--2--

of the engine in Alaska had not been pleased with the operation of the engine at the time I left Alaska for Seattle. You must understand that this make of engine was not well known here. Our engine is # 40 of their manufacture.

It was understood further by Mr. Gould, myself and the Washington Iron Works that Mr. Jonathan Wagner Chief of the Alaska Division of the U.S. Bureau of Education was to accompany me on my trip from Ketchikan. The engine men were pleased that they had this opportunity to demonstrate in a practical way their engine to Mr. Wagner, considering that the Bureau would be in the market for new engines.

My understanding of what was promised to me and also to Mr. Gould, by the Company was fulfilled. What we set out to do was also carried out and I thought that the matter was ended. I cannot therefore understand the bill sent you. It is not good faith on part of the Company.

I met Mr. Wagner and Mr. Hawkesworth in Ketchikan and made the trip as weather and program permitted. On leaving Ketchikan we went to Metlakatla where Mr. Marsden was put ashore. Wagner and Hawkesworth on Board Princeton. We took also Mr. Falconer to Hydaburg for the Convention and a Bureau Nurse for Mr. Wagner. At both places the Engineer demonstrated the engine to all who visited the boat, more than a hundred persons. From Hydaburg to Klawock where we stopped for the night. At Klawock we took Andrew Wanamaker on board. Wanamaker had been a delegate to the Convention from Petersburg. We took Wanamaker for we had orders to move him and his family from Petersburg to Klukwan. We stopped for the next night at Wrangell a trip of ~~13~~<sup>13 1/2</sup> hours.

We got the family of Wanamaker aboard the next morning at Petersburg. There were five in the family. We started for Sitka via Kake. Miss Voss we were informed was in Sitka. We were delayed one day at Kake on account of trouble in the Bureau's force, which trouble had its reaction on our own work. When we reached Sitka we learned that Miss Voss was in Haines having changed her itinerary and was to leave Haines Wednesday morning, following and our stop at Sitka was Saturday.

I may be wrong but it was my thought that you told me to cooperate with Bureau of Education in every way possible. I thought that all realized that unless there was a spirit of cooperation that our work would be menaced, as it has in times past in many communities. The Sunday spent in Sitka and the addresses of Wagner and Hawkesworth have meant more to us than all the cost of the trip should we have had no reimbursement.

One of the teachers of Sheldon Jackson who was due for naturalization in the Court at Juneau asked for the privilege of going with us, which was granted. This made a list of 11 persons aboard going to Haines where we were to deliver Mr. Wanamaker and family enroute to Klukwan. We remained one day in Haines giving Mr. Wagner and Miss Voss opportunity to discuss educational problems in Alaska which work is vital to our Church. Taking Miss Voss on board we sailed for Juneau to enable Miss Voss to catch steamer for Seattle. Miss Voss would have missed her steamer and been kept in Alaska another week had we not been at her disposal.

From the time we left Ketchikan we had on board the following persons who contributed to their expense:



Jonathan H. Wagner	Paid for meals and berth )	\$45.00
C.W. Hawkesworth	)	45.00
(Bureau Nurse to Hydaburg)		
Rev. E. R. Falconer		5.00
Mr. Stalks Sheldon Jackson School		10.00
Miss Voss of Board		5.00
Total receipts		<u>\$110.00</u>

There were additional Wanamaker family of five and three of crew who were at expense of the Board. (The contract of the Board authorized the transportation of the Wanamakers to Klukwan from Petersburg. Regular boat expense about \$50.00 My orders were to do this work and save the \$50.00)

Now as to the expenditure of the money. From Ketchikan to Juneau we bought all provisions we could to save supplies of the boat. Fresh meat, fresh vegetables, bread, butter, and pastry and fruits to save canned fruit in the lockers. We also paid out for laundry of the boat. 243 meals were consumed by all persons on boat from Ketchikan to Juneau via Sitka and Haines.

Of the above money received I took \$50.00 and sent it to the Washington Iron Works with the engineer thinking it would be an act of good faith to reimburse them for the few days extra service and since Mr. Wagner and Mr. Hawkesworth had given double the amount their meals would have cost, so that I might give the same to the Company for any service they might think was extra.

The engineer remained one week longer in Juneau than was necessary, for he could have taken the same steamer which Miss Voss took, but he wanted to do some business for the Company and also to be sure that Ralph and I understood the engine. This instruction has proven the very best thing that we could have had and we have been saved much that would have given us trouble otherwise. This help as I understood the agreement of Mr. Gould should not have cost the Board anything. The \$50.00 I sent them was simply an appreciation which was made possible through the kindness of Mr. Wagner and Mr. Hawkesworth.

To sum up-- in the opinion of those who know about the trip, instead of being an expense to the Board, it has resulted in service of greatest value, a value which cannot be estimated in dollars and cents. At all times the future welfare of our work and the operation of the boat at a minimum of out lay has been in the minds of the men on board. Any criticisms made have been made through ignorance by those making them. I am sorry that such should have given you unnecessary burdens. The only answer to such criticisms, can only be made in the manner we have employed among people of Alaska, take them to the work and show it to them.

Looking forward to your visit and companionship on the good ship in April, I am

Sincerely yours,

*David Wagner*



March 17, 1926.

Rev. David Waggoner,  
Juneau, Alaska.

My dear Mr. Waggoner:

Your letter of February 27th in which you send the log of the boat and a statement of monies collected from passengers on the boat has been received. There are at this time just two main questions that I wish to take up reserving certain other matters of a minor character for later discussion with you. First, under date of January 15th, Mr. Gould sent to Mr. Banks a bill from the Washington Iron Works amounting to \$278.75 to reimburse them for the time and expense of the engineer who was sent North with the Princeton. Mr. Gould went to the Company and they graciously scaled this bill down to \$117.35 and a check was sent them in payment of the bill in full. Now in your letter you say that you gave \$50. to the engineer to take with him to Seattle in part payment of his over-time. Just where that \$50. comes in in the bill presented to Mr. Gould, I do not know. I have written to him for information on that point and until I have his statement, am unable to say whether it was accounted for in connection with the payment of \$117.35 or not. The point I have in mind is that it was wrong for you to give that money to the engineer. It would have been better for him to have presented his claims to the Company and then the Company present the same to the Board. As you see, it looks as if we have over-paid the Company by \$50. At any rate, the payment of such claims as this must not be made in the future by you. It is better, as I am sure you see, for all similar claims to be adjusted in a business like way through the Company at Seattle. However, we will postpone discussion of this matter until Mr. Gould has given me the information desired. The second matter concerns the per diem charges for meals and berth. You say on page 3 of your letter that the total collected from the various passengers amounted to \$110. Rule #6 reads as follows: "All amounts collected from persons within the above rules shall, at the close of each month, be remitted to the treasurer of the Board in New York. This rule is inviolable and in no case will exceptions be made to it". You state that you used part of the money to buy provisions at Ketchikan. The provisions were no doubt needed but the expending of the money has the effect of increasing our budget of maintenance. Furthermore, Mr. Banks, as assistant treasurer of the Board, is unable to account for such items as they do not pass through his hands. It is, therefore, very necessary that hereafter rule #6 be adhered to literally. Forward all monies at the end of each month collected to Mr. Banks with proper itemization of the same and make requisition for all needed supplies in the usual manner without reference to such funds as may be collected from passengers on the boat.

All this is written in the very best fraternal spirit. My only object is to protect you men in Alaska from criticism. Loose business methods will not only bring down criticism on our heads but in the end it will lead to a decrease in our budget.



I have already written you that when Dr. Diven makes a trip any where in the boat, as Chairman of the Committee, he goes without any expense. His maintenance is included in the maintenance of the boat of course, so please regard him as exempt from the per diem charge in the future.

With all kind regards and with great satisfaction with the work already accomplished under you by the Princeton, I am,

Yours very cordially,

A. J. Montgomery, Director,  
Town and Country Department.

AJM:ME



March 17, 1927.

Mr. Gene C. Gould,  
624 Leary Bldg.,  
Seattle, Washington.

My dear Mr. Gould:

Under date of January 15th you wrote to Mr. Banks stating that the Washington Iron Works had rendered a bill for sending an engineer North with the Princeton, the original bill amounting to \$278.75 which the Company was gracious to scale down to \$117.35. This bill, as you know, was paid by Mr. Banks. Immediately, however, we wrote to Mr. Waggoner for a statement. His statement has just been received and frankly let me say, is not entirely satisfactory, for example, he says,

"In regard to the expenses of the engineer. The terms and agreement for the service of the engineer were made by Mr. Gould. I was told that the engineer was to see me safely to Juneau, that his expenses were to be met by the Board and his return fare to Seattle also paid by the Board.

When it was stated to the representatives of the Company, as were were leaving Seattle, that storms and the visiting of the A.N.B. convention might delay us no objections were made, but on the other hand they were delighted with the information that we would be able to demonstrate their engine before representatives of all villages of S.E. Alaska. I told the men that I would remit to them for any very extra travel, but it was understood that I was to go to Metlakatla, Sitka before reaching Juneau. The understanding was that I was to be taught to run their engine and to help them place it before the public in Alaska in a favorable manner. This on account of the fact that users of the engine in Alaska had not been pleased with the operation of of the engine at the time I left Alaska for Seattle. You must understand that this make of engine was not well known here. Our engine is #40 of their manufacture.

It was understood further by Mr. Gould, myself and the Washington Iron Works that Mr. Jonathan Wagner, Chief of the Alaska Division of the U.S. Bureau of Education was to accompany me on my trip from Ketchikan. The engine men were pleased that they had this opportunity to demonstrate in a practical way their engine to Mr. Wagner, considering that the Bureau would be in the market for new engines.

My understanding of what was promised to me and also to



Mr. Gould, by the Company, was fulfilled. What we set out to do was also carried out and I thought that the matter was ended. I cannot therefore understand the bill sent you. It is not good faith on the part of the Company.

Mr. Waggoner under the terms of the rules of the boat, a copy of which was sent to you, has collected \$110. per diem (meals) from passengers on the boat. He should have sent this money in accordance with the rules directly to the Board, instead of that he used part of it for buying provisions at Ketchikan and other supplies. The thing, however, that disturbs me is this sentence in his letter: "Of the above money received I took \$50. and sent it to the Washington Iron Works with the engineer thinking it would be an act of good faith to reimburse them for the few days extra service and since Mr. Wagner and Mr. Hawkesworth had given double the amount their meals would have cost, so that I might give same to the Company for any service they might think was extra" It is pertinent to ask what relation this \$50. has to the settlement which you made with the Company, in which they accepted \$117.35 in full for their bill. I am writing to Mr. Waggoner today in a general way regarding his adherence in the future to the rules. I will withhold any comment of his sending the \$50. until I have heard from you. That, of course, can be taken up later.

I am sorry to trouble you with such details as this but it does seem to me to be very necessary for Mr. Waggoner to understand that the Board expects compliance with certain plain common sense rules of procedure.

With kind good wishes, and awaiting your reply,

Yours very cordially,

A. J. Montgomery, Director,  
Town and Country Department.

AJM:ME



